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Can or Mail all Orders to Hopkinsville Kentuckian, Hopkinsville, Kentucky.

L. & N.

Time Card No. 143

Effective Sunday, Dec. 7, 1913.

TRAINS GOING SOUTH.

No. 93—C. & N. O. Lim. 11:56 p. m.
No. 51—St. L. Express 5:35 p. m.
No. 99—Dixie Limited, 10:41 p. m.
No. 95—Dixie Flyer 8:43 a. m.
No. 55—Hopkinsville Ar. 7:08. a. m.
No. 53—St. L. Fast Mail 5:33 a. m.
No. 91—Evansville Ac. 10:05 a. m.

TRAINS GOING NORTH.

No. 92—C. & St. L. Lim., 5:25 a. m.
No. 52—St. Louis Express, 9:51 a. m.
No. 98—Dixie Limited, 7:03 a. m.
No. 94—Dixie Flyer, 6:54 p. m.
No. 56—Hopkinsville Ac. 8:55 p. m.
No. 54—St. L. Fast Mail 10:10 a. m.
No. 90—Evansville Ac. 4:15 p. m.

No. 5 and 54 connect at St. Louis for all points west.

No. 51 connects at Guthrie for Memphis and points as far south as Eria, and for Louisville Cincinnati and the East.

No. 53 and 55 make direct connections at Guthrie for Louisville, Cincinnati and all points north and east thereof. Nos. 53 and 55 also connect for Memphis and way points.

No. 93 carries through sleepers to Atlanta, Macon, Jacksonville, St. Augustine and Tampa, Fla. Also Pullman sleepers to New Orleans. Connects at Guthrie for points East and West. No. 93 will not carry local passengers for points north of Nashville, Tenn.

J. C. HOGE, Agt.

How Planets Came Into Being.

From the striking relation of planetary motions, a British scientist has made the deductions that the planets grew out of scattered material each bringing the next into being by perturbation, with Jupiter as the starting point, and the only planet with an original nucleus. From the law of evolution worked out, it is concluded that the nearest planet beyond Neptune should be 47.5 as far from the sun as the earth, and comparable with Neptune in size.

Unusual Offer To Our Readers.

For a limited time, and subject to withdrawal after 30 days, the well-known publishing house of the J. B. Lippincott Company, Philadelphia, founded in 1792, offers to the readers of this paper a 12 months' subscription to "Lippincott's Magazine" and a year's subscription to the Kentuckian, both for \$3.00. This is the price of a twelve months' subscription to "Lippincott's" alone. Additional to obtaining every issue of this paper for a year, our readers will receive in "Lippincott's," 12 great complete novels by popular authors, 105 short stories, crisp, entertaining, original; 45 timely articles from the pens of masters, and each month some excellent poems with the right sentiment, and "Walnuts and Wine," the most popular humor section in America. To obtain this extraordinary offer prompt action is necessary. Remit to J. B. Lippincott Company, Washington Square, Phila., Pa.

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THE THRICE-A-WEEK WORLD's regular subscription price is only \$1.00 per year, and this pays for 156 papers. We offer this unequalled newspaper and Hopkinsville Kentuckian together for one year for \$2.65.

The regular subscription price of the two papers is \$3.00.

Thimbles Centuries Old.

Thimbles have been known for many centuries. Some specimens unearthed by archaeologists are known to be 2,500 years old. They are of bronze, and their outer surfaces show the familiar indentations for engaging the head of the needle. These thimbles are almost exactly like those of our day, except that they have no tops with which to cover the end of the finger.

ROAD BUILDING

OIL APPLIED TO DIRT ROADS

Much Used in Illinois as Preventive of Mud as Well as Dust—Several Good Methods.

(By T. M. CISEL)

Many roads in the oil fields of Illinois have been treated with oil which is a preventive of mud as well as dust. Roads that were put in shape and well sprinkled with oil last fall stood the winter travel which is always heavy in the oil fields, and came out in the spring with very little needed repairs.

In applying oil to our common dirt roads several methods are employed. Sometimes where the road is in good shape the oil is sprinkled on without any further preparations. This is sufficient for summer roads and for holding down the dust, but a better method should be employed where good winter roads are expected.

First the road should be well worked with the road machine, then apply the oil with sprinkler, putting on enough to well dampen the fresh worked dirt, then a disk or harrow should be used to mix the oil well with the clay; after sprinkling again, the roller is used to smooth down and pack the roads.

After this the road should be sprinkled once a month in winter to keep it from taking water.

All ruts must be filled with dirt as soon as they commence to form. Also wet down this filling with oil.

After two years of this treatment roads become solid and show but little waste from travel and rain. Well oiled roads are dustless.

Sand roads are treated the same way but require more oil to put them in shape. A common water tank with street sprinkling attachment is all that is required for applying it to the roads.

PREVENT STEEP ROAD CUTS

Difficulty Usually Experienced in Mountains or Hilly Country is in Repairing Washouts.

In a mountainous or hilly country where the roads must be built with considerable grade, one difficulty which is usually experienced in their maintenance is in repairing washouts.

When a heavy shower falls upon the road and adjoining country, water will find its way to the depressions worn by the wheels. It flows down these depressions, gaining volume and velocity as it goes until the road surface is eroded and deep ruts often formed. The road which was good in the beginning is now rough and rutty and unpleasant and even dangerous to travel over.

One of the very best methods for preventing this cutting writes E. B. House of the Colorado Agricultural College is to build across the road at intervals of two or three hundred feet, ditches running entirely across the road. These ditches should be about one foot deep and perhaps three feet wide. They should be so located that they will discharge their water at some distance from the road and in such places that the water will continue on down the hill from the road.

In order that the road may be smooth, plank bridges are placed across these ditches. These are very simple affairs, 4x4 answering the purpose for the stringers and 2x4s doing very well for the flooring. These planks should be placed so that cracks one and one-half to two inches wide are left between each plank. These cracks then running across the road allow the water coming down the road to go through them, into the ditch and pass away. In this way the volume of water flowing over the road surface is kept down and cutting prevented.

MAINTENANCE IS ESSENTIAL

Road Repairing as Important as Building, According to Official of Agricultural Department.

Logan W. Page, chief of the office of public roads, of the department of agriculture, is bending every energy to impress upon the people of the country that maintenance and effective repair are of equal importance with the actual improvement of bad roads. Investment of money in new roads does not become real economy until provision is made for keeping those new roads in condition after they are built. If a new road was built and then allowed to fall into disrepair, much of the original investment is simply wasted.

Quite frequently the office of public roads, when called upon for assistance by the various states, points out that road building is an art based on a science, and that trained men and experienced men are necessary to secure the best results from the expenditure of road funds.

Statisticians have figured out that although the average expenditure on the improvement of roads exceeds \$1,000,000 a day, a large portion of it is wasted because of the failure to build the right type of road to meet local requirements or the failure to provide for the continued maintenance of the improvement.

Improve Social Conditions.

Good roads not only bring the market nearer to you but they improve the social condition of your community because they blind neighbors and friends more closely.

FARM STOCK

GIVE FARM ANIMALS CHANCE

Fault of Farmer if Stock Falls to Make Profit—Opportunities Must Be Created for Them.

It isn't the fault of your stock if they fail to make a profit for you. They live up to their opportunities. How few men do!

If the pig fails to grow, it is because you have not let him. If the calf gets pot-bellied, it is not his fault. If the colt is wild and shy, it is his fault or yours? If the lamb is a scabby, ticky, good-for-nothing specimen, don't blame the lamb. If the chickens mope around with wings trailing, sit in judgment on their keeper.

The pig will use every opportunity for growth you offer. See how quickly he finds and uses a hole in the fence so he can get greener pasture. The calf will grow into a prime baby beef or fine dairy cow if you give the opportunity. The colt will be fearless and safe if you introduce him sensibly to all sorts of peculiar noises and



Chester White pigs. They are good grazers.

sights. Give him the opportunity to see the world while yet a youngster. The lamb will be a frisky ball of wool and mutton if you help him get rid of the things that pester him. Give him a fair show. The chicks will grow into morning crows and cackle in a short time if they have a decent place to live in and are given the opportunity to develop.

Create opportunities for the stock that are dependent upon you. Give them a fair show and they will show you what nature does with an opportunity.

KEEPING EWES' FLEECE DRY

Of Great Importance That Sheep Be Protected From Winter Rains—Salt and Water Essential.

The protection of breeding ewes from falling snow is important, especially if it is important when it falls in the form of rain. Winter rains and also sleet are always cold. If sheep of the open-wooled breed are long exposed to these they may do great harm. The closed-wool breed, as the merinos, will be harmed much less, as the water cannot readily enter the wool that they carry. The shelter provided up to the lambing season may be of the simplest kind, providing it will protect from storms and rains.

The aim should be to give the breeding ewes large liberty in winter, if the ground is bare, or even partially, for it will do them good to give them large liberty. They will make excursions to the fields in search of grass, and the exercise will do them much good. They should be allowed to lie in a well bedded yard at night, in a shed or house adjoining, as they prefer.

The other necessary attentions include regular feeding, a supply of salt at all times accessible, and an ample supply of pure water and a yard apart from those of horses and cattle.

LIVE STOCK NOTES

Feeding racks will pay for themselves in the hay saved.

Timothy fed alone is constipating, and that means trouble for the sheep.

There is no sense or profit in feeding hogs or pigs after they are fit to kill.

The price of pork should convince any person that there is profit in good hogs.

Each horse should be carefully studied and given what he requires for his health.

Every horse should be cleaned twice each year, spring and fall, and road horses more often.

There can be a great saving of hay this coming winter, on many farms, by not stuffing the horses.

Many a gelding is dosed for "kidney trouble," when the real cause of his condition is foul sheath.

The fall pig that goes into the winter in a weak, run-down condition has a life of misery ahead of him.

In making pens for winter use, do not build on too big a scale. A few hogs in a pen will do better than too many.

Mrs. John Drew.

McLeansboro, Ill.—"About five years ago," says Mrs. John L. Drew, of this place, "I was afflicted with pains and irregularity every month. I suffered continually, was weak and despondent, and unable to do my housework. I took Cardui, and in one month, I felt like a new woman and worked hard all the summer. I am now in perfect health, and recommend Cardui to all suffering women." Every day, during the past 50 years, Cardui has been steadily forging ahead as a result of its proven value in female troubles. It relieves headache, backache, womanly misery and puts fresh strength into weary bodies. Try it. Advertisement.

Interest Grows

In the doing of the Legislature.

The first few weeks are never the busiest nor the most sensational.

And the Most Important Part of the Session, Over Half of it, is Yet to Come.

From now until the latter part of March, when the General Assembly adjourns, every day will have its big news in which your Representatives will be having a hand.

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to keep posted is by reading a paper on the ground, one that has the largest staff of men covering the happenings from day to day—

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